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**Contributions by Governments, international
and intergovernmental organizations and
non-governmental bodies**

Report by the UNCTAD Secretariat

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Introduction

1. In paragraph 9, General Assembly resolution 46/212 takes note with appreciation of the contribution of the United Nations Conference on Trade and Development in formulating international measures to deal with the special problems of the land-locked developing countries, and urges the Conference to, inter alia, keep under constant review the evolution of transport transit infrastructure facilities, institutions and services, monitor the implementation of agreed measures, collaborate on all relevant initiatives, including those of the private sector and non-governmental organizations, and serve as a focal point for cross-regional issues of interest to land-locked developing countries. In order to undertake this review, the Secretary-General of UNCTAD addressed a note verbale dated 20 October 1992 to all States members of UNCTAD, international and intergovernmental organizations and relevant non-governmental bodies, inviting them to provide him with such information as, in their opinion, would assist in the above review. Particularly sought was information that could indicate the actions undertaken and the policies adopted or envisaged in implementation of the above-mentioned resolution, as well as a description of any difficulties or obstacles which might have been encountered. This report prepared by the UNCTAD secretariat is based on the replies received and on UNCTAD's own work related to the particular needs and problems of land-locked developing countries.

I. INFORMATION RECEIVED FROM INDIVIDUAL COUNTRIES

1. Austria

2. Austria extends technical assistance to land-locked developing countries and supports activities of multilateral institutions in this area. During the period 1991-1992, Austria organized training for six customs officials from five land-locked developing countries: Botswana, Lesotho, Malawi, Uganda and Zimbabwe. Austria also provided financial assistance to these countries through multilateral institutions, such as the Inter-American Development Bank, the Asian Development Bank, the African Development Bank, the United Nations Development Programme and the World Bank/IDA.

2. Belgium

3. Belgium provides aid, including technical assistance to several land-locked developing countries under bilateral, multilateral and non-governmental programmes. A total of 51.9 billion Belgian francs has been disbursed to 20 of these countries during the period 1985-1991. During this period, the greater part of assistance to land-locked countries was spent on education, health and agriculture, although food-aid was also important for some of them.

3. Burundi

4. During the last five years, the transit costs incurred by Burundi's exporters and importers have declined because of improvements in the transit system. This in turn is the result of improved road conditions and modernization of transport infrastructure, harmonization of transit

documentation and procedures, and lifting of regulations involving additional costs to escort cargo in transit. Poor road conditions in Tanzania, however, remained a serious constraint along the central route to the port of Dar-es-Salaam.

4. Brazil

5. Brazil has signed technical cooperation agreements with Bolivia and Paraguay - the two land-locked countries in Latin America. These agreements provide the framework under which Brazilian experts execute development projects in Bolivia and Paraguay; students or technicians from these countries are offered training opportunities in Brazil. The range of activities covered under technical cooperation is wide. In 1991-1992, the programme of activities between Brazil and Bolivia covered the following areas: support for small and medium enterprises, rural development, environment and public administration. Technical cooperation between Brazil and Paraguay during this period covered a number of sectors, namely: health, agriculture, transport, public administration, sanitation and industry.

5. Colombia

6. Colombia holds to its bilateral commitments made within the framework of subregional integration agreements intended to improve the transit arrangements for the movement of cargo and passengers between land-locked and transit countries. Accordingly, Colombia supports the provisions of General Assembly resolution 46/212, designed to solve the problems of land-locked countries. Colombia has also repeatedly supported the case of Bolivia in the meetings of the Organization of American States.

6. Cuba

7. The Government of Cuba attaches importance to measures designed to solve the problems of land-locked countries. In this connection, Cuba supports the cooperation agreements between land-locked developing countries and their transit coastal countries as well as the efforts of international financial institutions and donor countries to assist these countries.

7. Germany

8. The German Government provides assistance to a number of land-locked developing countries in Africa and Latin America. While the magnitude of aid to these countries is within the limits of the normal allocation for developing countries, Germany also takes account of their particular difficulties, by supporting national and sub-regional projects in the transport sector. Accordingly Bolivia received DM 126 million for the rehabilitation and servicing of locomotives as well as for road construction and maintenance. Assistance for road and rail sectors in Africa amounted to DM 37 million for Zambia, DM 10 million for Rwanda, DM 84 million for Chad and DM 96.4 million for Uganda. The Southern African Development Coordination Conference (SADCC) received DM 30 million for rail projects.

8. Kenya

9. Kenya intends to improve port facilities at Mombasa with a view to attracting more transit traffic. With regard to development of infrastructure facilities, the following measures were undertaken or are under consideration: rehabilitation of the road network, improvement of rail operations, the establishment of two more internal container depots, extension of the oil pipeline to western Kenya and provision of adequate transit facilities at border points. The Government is in the process of reviewing such issues as police escorts for transit cargo and verification of goods in transit at the port of Mombasa in order further to facilitate transit traffic.

9. Namibia

10. Namibia at present has one port suitable for use by sea-going vessels. The port is situated within the Walvis Bay enclave. The Government of Namibia facilitates the transport of goods to and from its land-locked neighbouring countries. To this effect, it is upgrading the Trans-Caprivi and Trans-Kalahari highways. Both these routes have been accepted by the Southern African Development Community as part of the subregional trunk road network. Improvement of certain parts of the Trans-Kalahari highway is underway with the assistance of the African Development Bank.

10. Nepal

11. In recent years, the transit system for Nepal's external trade has improved, mainly as a result of the rapid clearance of cargo at the port of Calcutta as well as the increased use of road transport which is more efficient than transport by rail. The use of roads has reduced loss and damage to cargo and the transit times from border posts to internal destinations. There is, however, a need to simplify transit formalities and procedures in order further to facilitate the movement of transit traffic. There is also a need to expand storage facilities at border points.

11. Peru

12. On 24 February 1992, the presidents of Peru and Bolivia signed agreements known as Ilo Conventions, with the objective of designing policies and actions to facilitate Bolivian access to the Pacific Ocean. Under these agreements, Peru has transferred to Bolivia the management responsibilities for a part of the industrial free zone of Ilo port. Moreover, the Peruvian Government provides Bolivia with all the necessary transit facilities for the movement of goods to Bolivia. Furthermore, the Government of Peru has agreed that Bolivia take on the management of a touristic free zone on the beach around the port of Ilo for a period of 99 years. The Government of Bolivia has also undertaken also to offer similar facilities to Peru for using the waterway of Puerto Suarez which provides access to the Atlantic Ocean. With reference to the transit of passengers, Peru and Bolivia have entered into an agreement whereby only an identification document is necessary for crossing the borders, thus eliminating the need for passports. The two Governments have also agreed to make joint efforts to obtain the necessary financial resources for improving the condition of the Ilo-Desaguadero-La Paz road.

12. Rwanda

13. The use of a unified customs document, namely the Road Customs Transit Declaration, has helped to improve transit transport via Kenya. Poor road conditions in Tanzania and Kenya and security problems along the route via Uganda since October 1990 have, however, continued to constrain transit transport. Measures to alleviate these problems are urgently required.

13. Switzerland

14. Swiss development cooperation is based on the Federal Law of 19 March 1976 relating to development cooperation and international humanitarian aid. Pursuant to article 5 of that law, priority for Swiss development cooperation is accorded to developing countries, regions and poor segments of populations. For the definition of special categories of countries which may deserve special attention, Switzerland takes into account the list of countries established from time to time by the United Nations. In this context, Switzerland does not accord special measures for land-locked developing countries or island developing countries. However since some of these countries are among the poorest countries, they enjoy Swiss preferential customs tariff measures and STABEX facilities reserved for such countries.

II. INFORMATION RECEIVED FROM INTERNATIONAL ORGANIZATIONS

A. United Nations

1. Economic Commission for Africa (ECA)

15. The work programme of the ECA secretariat in favour of land-locked countries focuses on the following areas: transport and communications, statistics, economic cooperation, food and agriculture. With respect to the transport sector, ECA plays an important role in coordinating the implementation of UNCTADA II. This programme is designed to consolidate and expand the transport and communications network in Africa and to provide related technical assistance. One of its major objectives is to develop transit corridors serving land-locked countries. Land-locked countries also benefit from the joint ECA/World Bank project on a Sub-Sahara Transport Programme. It focuses on the identification of problems associated with road deterioration and poor maintenance. Other ECA actions of particular benefit to the land-locked countries include the feasibility study on the creation of a joint cargo airline for Burundi, Rwanda and Zaire and advisory services to promote economic cooperation.

2. Economic and Social Commission for Asia and the Pacific (ESCAP)

16. Activities within ESCAP in support of land-locked countries largely take the form of surveys, research, technical and advisory services. The scope of work in the ESCAP region has expanded since the six newly independent land-locked countries of Central Asia became members in April 1992. They are Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

A joint ESCAP/ADB mission to the central Asian Republics, which was undertaken in July/August 1992, has identified transport and communication bottlenecks and measures needed to help these countries to facilitate both their inter-State transport and trade as well as their access to world markets. ESCAP has established a special Body on Least Developed and Land-locked Countries with a mandate to discuss the special problems of these countries, and to mobilize international support in their favour. The Transport and Communications Decade for Asia and the Pacific (1985-1994) adopted by the ESCAP Ministerial meeting in June 1992, has as a major component an integrated project on Asian land-transport infrastructure development. It will, inter alia, develop a network of roads and railways in the region that will provide secure transit corridors for land-locked countries.

3. United Nations Conference on Trade and Development (UNCTAD)

17. In response to General Assembly resolution 46/212, the Secretary-General of UNCTAD convened a meeting of governmental experts from land-locked and transit developing countries and representatives of donor countries as well as financial and development institutions to review and propose appropriate concrete action to address the problems of land-locked developing countries. The meeting took place in New York from 17 to 19 May 1993 under the auspices of UNCTAD. A set of agreed conclusions and recommendations to improve transit systems was adopted. The report of the meeting is before the current session of the Trade and Development Board and will be forwarded to the General Assembly for consideration (TD/B/40(I)3-TD/B/LDC/AC.14).

18. Land-locked countries benefit from a range of UNCTAD executed technical cooperation projects in such areas as customs management (ASYCUDA), maritime training (TRAINMAR) and economic cooperation among developing countries. Assistance focused specifically on transit problems is provided through three subregional projects in southern, east/central and west/central Africa. They are supported by UNDP and the United States Agency for International Development with respect to the southern African project. These projects have focused on the following areas:

(i) Support in the development, simplification and application of national and inter-State transit documents

19. In southern Africa, the project is aimed at consolidating past work in the United Republic of Tanzania, Zambia and Malawi by assisting in the implementation of agreed trade and transit documentation. Streamlined documentation has contributed significantly to the reduction of delays in the clearing and forwarding of transit cargoes. During the recent emergency operations to move supplies to the drought-stricken areas of the subregion, the project had facilitated cross-border customs and administrative procedures. In east Africa, the project focused on assisting the Governments of Burundi, Kenya, Rwanda, Uganda, the United Republic of Tanzania, and Zaire to implement the newly introduced road and rail transit documents along the Northern Corridor to the port of Mombasa and the Central Corridor to the port of Dar-es-Salaam. In west Africa, the project's ongoing efforts have been aimed at helping the land-locked countries of Burkina Faso, the Central African Republic, Chad, Mali and Niger, and their transit neighbours in their negotiations to coordinate their national customs and administrative

procedures and regulations governing the flow of transit traffic, particularly with regard to border controls, police escorts for transit cargo and harmonization of customs documents.

20. The three projects have each established technical consultative machinery for monitoring the implementation; it involves the representatives of both the public and private sectors. Regular national workshops are also held as part of the related capacity-building efforts. On the institutional front, most of the countries have established Trade Facilitation Committees which act as counterparts to the projects in this area.

(ii) Assistance in the assessment of operational capacities of transit corridors

21. As part of the effort to monitor the evolution of the transit situation in the three subregions, the projects review the transit facilities, quality of services, operational standards and current transit regulations along the various corridors. In east/central and west/central Africa, the projects assess the transit situation along the main corridors linking Burundi, Rwanda, Uganda and eastern Zaire with the ports of Dar-es-Salaam and Mombasa and those linking Burkina Faso, the Central African Republic, Chad, Mali, and Niger with the main transit ports on the Atlantic coast (Abidjan, Dakar, Lagos, Cotonou, Duala, Accra and Brazzaville). In southern Africa a follow-up review was made of the northern corridor linking Malawi with the port of Dar-es-Salaam in Tanzania.

22. These reviews have highlighted the comparative advantage of each route in terms of cost, transit times, physical facilities and the pattern of customs and administrative controls. For the improvement of the information systems related to the movement of cargo along the transit corridors, the projects in the east/central and west/central subregions have continued work on the establishment of an Advanced Cargo Information System (ACIS) in some of the countries.

(iii) Assistance in negotiation of bilateral and regional agreements

23. The projects have surveyed the legal and institutional framework governing the transit operations along the main corridors in the three subregions and assessed their adequacy. Institutional mechanisms were recommended so as to ensure more effective monitoring of the implementation of agreed legal and administrative arrangements. The current work under the projects in this area is to help the Governments concerned in implementing effectively the transit agreements and arrangements in place and to propose adjustments, where appropriate. Under the project, in east/central Africa, the Governments of Kenya, Uganda and Tanzania are presently engaged in developing a protocol to regulate transit operations on Lake Victoria. The project in southern Africa supports Botswana, Lesotho and Swaziland in implementing the "Memorandum of Understanding" with South Africa, which is intended to increase their participation in road transit haulage operations.

B. United Nations specialized and related agencies

1. Food and Agriculture Organization of the United Nations (FAO)

24. FAO has a number of development programmes of benefit to land-locked developing countries. The FAO Global Information and Early Warning System on Food and Agriculture (GIEWS) monitors, *inter alia*, crop conditions, production prospects and food requirements. FAO's Food Security Assistance Scheme (FSAS) focuses on food reserve stock management, early warning and food information systems. These programmes strengthen the capacity of land-locked countries to cope with short-term food emergencies and help to assess food needs and agricultural rehabilitation requirements in the event of disasters. FAO has also continued to provide support in agricultural sector planning and policy formulation. In the fisheries and forest sectors, FAO has been implementing programmes to improve their management and development. These include training, transfer of technology and promotion of rural self-help activities.

2. World Bank

25. The World Bank (IBRD/IDA) has contributed significantly through sector lending to the economic and social development of the land-locked countries. Bank lending to 15 land-locked countries of Africa, Asia and Latin America in 1991 was about US\$ 1,588 million of which some US\$ 1,454 million took the form of IDA credits. The sectoral allocation of the lending indicates that about 2.8 per cent was in support of the transportation sector. Non-project lending alone accounted for some 41 per cent of the total lending programme.

3. International Civil Aviation Organization (ICAO)

26. Land-locked countries benefit from the assistance of ICAO to developing countries. This assistance includes technical assistance in such areas as airport management, air transport regulation and standardization of international fares and rates. Some 33 projects involving 19 land-locked countries are underway under this programme. In addition, three projects for Bolivia have been submitted to UNDP for funding.

4. International Labour Office (ILO)

27. In the area of transport, ILO activities focus on management and institutional capacity-building to enable land-locked countries to cope with their particular problems. ILO also participates with UNCTAD and other agencies in various inter-agency projects and meetings related to the particular needs and problems of land-locked developing countries.

5. International Maritime Organization (IMO)

28. Recent IMO assistance includes projects to assist Burundi to elaborate its inland waterway transport legislation and to assist the Marine Training College in Malawi. IMO is currently developing a regional project to assist countries bordering Lake Tanganyika (Burundi, Tanzania, Zaire and Zambia) to harmonize lake navigation and transport regulations.

6. International Monetary Fund (IMF)

29. Although the designation "land-locked developing countries" is not used by the Fund as a criterion for lending, these countries - which are typical producers of primary exports - are susceptible to frequent economic fluctuations and thus benefit from strong financial and technical assistance from the Fund. As of end-November 1992, the outstanding amount of Fund resources under all facilities to land-locked countries totalled SDR 1.5 billion. Eleven land-locked countries have received a total commitment of SDR 364 million from the Structural Adjustment Facility. As of 1 January 1993 arrangements were in place for total commitments from the Enhanced Structural Adjustment Facility of SDR 805 million for eight land-locked countries. Furthermore, seven land-locked countries received SDR 331 million from the Extended Fund Facility. As of 30 November 1993, three land-locked countries had made purchases under the Compensatory and Contingency Financing Facility. The Fund in collaboration with UNDP has also stepped up its technical assistance and training in economic and financial matters. Furthermore, the Fund continues to work closely with Governments to develop policy measures designed to reduce the social impact of structural adjustment programmes, as well as to develop and strengthen a dynamic private sector.

7. World Health Organization (WHO)

30. Although WHO does not have special programmes for land-locked countries, it is sensitive to their particular geographical situation which makes transportation and access to drugs and other medical supplies more difficult. WHO seeks to address these problems in the context of its global programmes, such as the "Intensified WHO Co-operation Initiative for Countries and People in Greatest Need" and the "Action Programme on Essential Drugs".

III. INFORMATION RECEIVED FROM INTERGOVERNMENTAL ORGANIZATIONS

1. African Development Bank (ADB)

31. The African Development Bank supports various efforts being undertaken by land-locked developing countries in their economic and social development. In the transport sector, the Bank's support relates to investment in the development or extension of rail and road infrastructure, procurement of transport equipment and provision of technical assistance. These countries have also benefited from improvements in transport facilities undertaken with ADB financing along the transit corridors in neighbouring coastal States.

2. Economic Community of the Great Lakes Countries

32. The Economic Community of the Great Lake Countries (CEPGL) - grouping Burundi, Rwanda and Zaïre - supports land-locked countries, particularly with regard to the negotiation of transit agreements with the coastal neighbouring States. In this context, CEPGL has assisted in the implementation of the Northern Corridor Transit Agreement between member countries and Kenya and

Uganda. It has also taken initiatives to start negotiations on a similar agreement with Tanzania to govern the flow of traffic through the port of Dar-es-Salaam. It is also providing technical assistance in the establishment of a multinational transport company which would operate multi-modal services between the lakes Kivu and Tanganyika.

3. European Community (EC)

33. The EC provides financial and technical assistance to land-locked countries within the framework of the ACP-EEC Convention. Although all the provisions of the Lomé Convention are applicable to these countries, they in addition enjoy special favourable treatment in order to assist them to overcome their geographical disadvantages and other obstacles hampering their development. Special measures have been devised which include: strengthening their capacities to implement food self-sufficiency and food security policies and strategies, building their capacities to manage their fisheries resources, establishing an infrastructural base for faster industrialization, improving their external trade performance and improving transit infrastructure facilities and services. Through the STABEX arrangements, the land-locked countries among the least developed countries, receive favourable treatment with regard to stabilization of their export earnings.

4. Inter-American Development Bank

34. The Bank's activities in Bolivia in 1992 included a loan of US\$ 95 million to help finance the construction and improvement of the Beni-La Paz-Peruvian border corridor, support for pilot projects to develop the Amazonian region and the approval of a technical cooperation project to activate foreign trade operations and investment. In Paraguay, the Bank approved a loan for the Concepción-Guero Freaco road project, which is one of the main export corridors of the country. The Bank is also providing assistance to improve the efficiency of navigation on the Paraguay-Parana waterway.

5. Organization of African Unity (OAU)

35. The Lagos Plan of Action for the Economic Development of Africa (1980-2000) and the Treaty Establishing the African Economic Community have laid the foundation for special measures in favour of land-locked countries. The Plan of Action urges the coastal countries to take all the necessary measures to facilitate the transit traffic of their land-locked neighbours. Article 79 of the Treaty Establishing the African Economic Community invites member States to accord special treatment to least developed, land-locked, semi-land-locked and island countries. Furthermore, the OAU has taken the initiative to elaborate a special protocol relating to transport, communications and tourism.

6. Southern Africa Development Community' (SADC)

36. SADC members have developed and maintained bilateral trade agreements between themselves, whereby they have agreed, *inter alia*, to grant transit facilities and services to land-locked countries. Botswana, Lesotho, Namibia

and Swaziland, which are also members of the Southern African Customs Union, have in addition special preferential arrangements which relate to transport, communication and transit facilities and services.

IV. INFORMATION RECEIVED FROM NON-GOVERNMENTAL INSTITUTIONS

International Air Transport Association (IATA)

37. Land-locked countries benefit from technical assistance provided by IATA to its members. These include assistance in coordination of tariffs and air industry standards, and in improving cooperation among carriers. IATA also plays an important role in human capacity-building. The training programmes cover such areas as general management, finance, marketing, and operations. The international training fund to support these activities amounted to US\$ 2 million in 1992. Furthermore, IATA, in cooperation with regional airline associations, has assisted in securing exemption from the new rules adopted by the European Commission and the European Civil Aviation Conference. Under these exemptions, airlines from developing countries can continue to operate to and from airports in Europe, noise-restricted aircraft that previously had operated to Europe during a specified reference period.

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